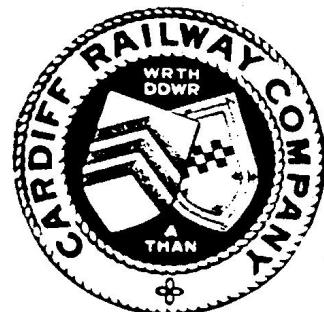


C6410.04

A recent purchase from the Society Auction of a cache of CR perfins (C6410.04) all on 1d GV Downey heads allowed George Greenhill to piece together the full postmark -

BUTE DOCKS B.O., CARDIFF.

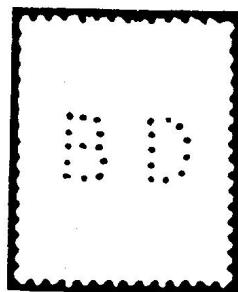


In his letter reporting this to me, George posed the question "could it be a new Railway die?". My first reaction was that it could be almost anyone, but then I remembered (not from personal experience!) that there was once a Cardiff Railway.

On 25th March 1922, the Cardiff Railway was absorbed into the Great Western Railway and in so doing contributed some 12 route miles, 8 passenger carriages, 43 freight wagons and 36 steam locomotives to the parent company. Clearly the Cardiff Railway was very small, but it is also on record as having had 112 miles of sidings! The company was essentially a dockside railway originally managed by Trustees for the Marquis of Bute. On 1st January 1887 it became known as the Bute Docks Company, but by Act of Parliament on 6th August 1897 the name was changed to the more glamourous title of the Cardiff Railway.

Known dates for CR (C6410.04) are between 11 Feb 1907 and Jan 1916, on the following issues & values: E7 ½d(ye-gn), 1d, together with GV 1d Downey head, and ½d, 6d Typo (Royal Cypher).

I have just one example of the perfin BD (B1910.04) on a QV Jubilee ½d (verm), clearly postmarked Bute Docks B.O, Ca(rdiff). Could this possibly be the perfin of the Bute Docks Company or was it used by one of the commercial concerns working in Bute Docks?



B1910.04

Can anyone add more information regarding dates, issues etc., for both the CR and BD perfins? More importantly, does anyone have access to Cardiff trade directories covering the period 1887-1922 to list the other companies that operated in the Bute Docks area? It could well be that both perfins were used by companies from that list rather than the dock railway.

Note: In his Catalogue of Welsh Perfins, Tony Edwards attributes the die C6410.04 to the Cambrian Railways. This is predominantly a mid-Wales railway so the die may well have been mistaken for C.R (C6420.02).

My thanks go to Harry Skinner & Arthur Smith (loose stamp data), Tony Cornforth (railway information), and to George for reporting his observations in the first place!